

Intimations.

DAKIN, CRICKSHANK & CO., LIMITED.

CHEMISTS, &c.

INDIAN CIGARS.

It is not long since the only INDIAN CIGAR obtainable was the long, rank, salted "TRICHY," but within the last few years the introduction of European capital and European business methods have been employed with most satisfactory results. Messrs. SPENCER & CO.'s factory at Dindigul is a model of what a well appointed Cigar Factory should be, and their products are winning acceptance wherever introduced. We are appointed Agents and have received a first consignment of their most popular brands.

"GOLD MOHURS."

These are manufactured entirely of picked Dindigul Leaf, and are of medium strength. Boxes of 100—\$1.75.

"TORPEDOS" AND "BEACONSFIELDS," are mild Cigars made of a mixture of Dindigul and Sumatra Leaf, and smoke with a Long White Ash, the flavor is like that of the best brands of Cuban Cigars.

Boxes of 100—\$2.75 & \$3.00.

VICTORIA DISPENSARY, HONGKONG.

Hongkong, 8th August, 1892. [30]

A. S. WATSON & CO., LD.

AERATED WATERS.

GINGERADE. LEMONADE. LEMON SQUASH. LITHIA WATER. PHOSPHORIC CHAMPAGNE. POTASH WATER. RASPBERRY WAT. SARGAPARILLA. SELTZER WATER. SODA WATER. TONIC WATER.

IN the manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The water used is subjected to a perfect system of filtration, daily examinations and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

FOR COAST PORTS.

Waters are packed and placed on board at Hongkong prices, and the full amount allowed for Packages and Emplies when returned in good order.

SUMMER BEVERAGES.

FRUIT CORDIALS—Raspberry, Strawberry, Lime, Damson, Black Currant, Red Currant, Pine Apple, Orleans Plum, Morella Cherry and Gooseberry.

FRUIT SYRUPS—Lemon, Lime Juice, Raspberry, Strawberry, &c.

Prepared from genuine fruit juices imported by ourselves, they contain the full flavor of the sound ripe fruit, mixed with plain or Aerated Water, they make delightful summer drinks.

Agents for

MONTERRAT LIME JUICE & CORDIAL.

WINES AND SPIRITS.

Ports, Sherries, Brandy, Burgundies, Hocks, Champagnes, Bares, Whiskies, Gin, Rum and Liqueurs.

A large selection of choice old brands. Full particulars and prices on application.

TOBACCO, CIGARS AND CIGARETTES.

A complete stock of all the best and most popular brands.

VIN DE QUINQUINA.

A medicinal wine AGREEABLE TO THE TASTE containing the valuable properties of Cinchona Bark combined with a choice brand of Red Wine.

Its powerful antifebrile qualities tend to ward off attacks of Malaria fever, and it also convalescents it acts as a quick restorative and appetizer.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED AD. 1841.

Hongkong, 21st July, 1892.

DEATH.

At sea, on board the steamship *Galle*, on August 2nd, Miss BELLE EMERSON, of Hongkong, aged 43 years.

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 16, 1892.

THE PO LEUNG KUK.

The Police Magistrate yesterday dealt with two cases very similar in their bearing on an institution inseparable from Chinese life; commonly known as "squeezing," which may, for present purposes at any rate, be defined as the practice of obtaining money or money's worth by trading on a position of real or feigned importance. One of the cases before his Worship is not yet finished, but the evidence adduced in both, whether true or not, is a very fair sample of everyday transactions among Chinese. It may be safely said that a Chinaman who can display any sort of authority, yet does not turn it into capital, to a greater or smaller extent, in much the same way as alleged. In these cases, is a very unusual person—unnatural, even phenomenal. All who have ever had dealings with Chinese for any length of time gradually come to recognise the "squeeze" as an inevitable, and apply the term "honest" only in a comparative sense. Usually Europeans on first discovering the system are indignant; they resolve to set a rigorous example, and abolish squeezing; but constant failure reconciles them, and they tolerate the evil until, in some cases, they become utterly oblivious of it, and actually deny its existence. Most people, however, know that it flourishes, and can only be reduced to a minimum by judicious care. A head house-boy, paid a dollar or two from his

fellows, by virtue of his seniority; a comprador, or interpreter to a consulate or hong, makes a snug little competency by trading on the respect due to his position from most of the Chinese who approach the consulate through him; a Chinese policeman is the recipient of innumerable little attentions from his protégés—sweets from the hawkers, cash from the coolies, reverence from everybody of the humble class. In China, many thousands live only by this means; soldiers often receive no pay from their mandarins, but live on the people; watchmen and runners subsist on the influence of their positions; the mandarins themselves, in many cases, instead of drawing regular fixed sums in the usual way of taxation, as in western lands, make arbitrary demands which are never disputed, exactly on a par with the extortions of Henry VII and his counsellors. It is the same all the world over, and always has been—the lesser power bows to the greater, and tries in every possible way to curry favour. Only in China it has been developed into a fine art.

The Po Leung Kuk is, we really believe, as honest an institution as the Chinese know how to maintain. Its objects are most noble and charitable, and its members and officers adhere to the principles of benevolence and integrity as well as they know how. There are hundreds of equally good institutions throughout the length and breadth of the Celestial Empire, all administered in the cause of charity by really good-hearted men, according to their lights. Their lights are strangely different from ours, however, and it is human nature to condemn as wrong all of opposite views. For instance, Mr. Chou HAN, of the "Benevolent Hall" of Changsha, no doubt believes in his own religion as sincerely as we in ours (those of us who have any); he has a right to put his faith in the national creed, and has a right to resent attacks on it; but his resentment takes the form of publishing inflammatory literature, in the benevolent cause of defending the faith which is bound up in the benevolent Hall—literature circulated by the funds of the same charitable institution, until China was brought dangerously near foreign invasion and partition. Yet all this trouble had at bottom good intentions, mistaken, we may believe; but that is only our belief against his. However strongly we may condemn the antichristian agitation, we cannot but admit that the agitators are honestly carrying out what they believe to be good works.

In the same way, the Po Leung Kuk had originally the best possible intentions; but these intentions are not now ever will be carried out purely and wholly until the workings of the Society are thrown open to the fullest light of publicity, and exposed to the freest criticism on European lines. Yesterday, two men were sent to gaol by Mr. Wodehouse for twelve months, because by representing themselves to be Po Leung Kuk officials of some sort, they created among the ignorant Chinese an amount of respect and awe which culminated in cash payments. These men may or may not have had real connection with the Po Leung Kuk; it is absolutely certain that the Society will, through its European organ the *China Mail*, repudiate them vigorously; but that is not the point. The point is that none of these extortions could have taken place if the Society were not secret. If its methods were publicly known, if its officers were under direct European observation (not necessarily known to all the Chinese public, in the case of detectives). At present, almost any Chinaman, whether a Po Leung Kuk man or not, could do as these men did, and knowing the Chinese character, only a remarkably rash and foolish person would deny the extreme probability that such cases are frequent. An attempt of this sort in any other department—police, P.W.D., sanitary, or other service—is likely to be detected; but who can detect anything in connection with a secret society, whose personnel is absolutely unknown? If suspected, it would often not be revealed; for the Po Leung Kuk is a terrible body to insult. It has its powerful organisation of spies and informers, ready at a moment's notice to work up a case; it has its Supreme Judge, Mr. STEWART LOCKHART; and it has the terrors of the Tung Wah Gaol at its back.

TELEGRAMS.

(From Straits Papers.)

PARLIAMENT.

LONDON, August 8th.

It is believed that the prorogation of Parliament will take place on the 20th instant.

SIR CHARLES DILKE AND EGYPT.

Next session, Sir Charles Dilke intends to move a resolution in the House Commons to neutralise Egypt and to place that country under European guarantee.

[The idea is nothing new. It has been trotted out over and over again, but made no headway from its being held to be contrary to British interests. Sir Charles Dilke has set forward an evacuation policy in Egypt as being both necessary and wise. He upholds a policy of putting Egypt under a Government controlled by safeguards applied by the Powers of Europe. With Mr. Gladstone in power, such a reversal of policy will have better prospects.]

RUSSIA AND GERMANY.

Russia has formally proposed a commercial treaty with Germany.

[Hofthe has alienated the two countries, but Germany has, by organising a commercial league which puts Russia at a disadvantage.]

SCENE IN THE HOUSE OF COMMONS.

LONDON, August 11th.

Great excitement prevailed in the House during the division on the vote of the want of confidence in Mr. Gladstone's policy.

Mr. Gladstone's policy was supported by a vote of 100 to 100.

RESIGNATION OF THE MINISTRY.

The Marquis of Salisbury has given notice to tender his resignation to the Queen.

On being so tendered, his resignation was accepted.

LOCAL AND GENERAL.

Nine new policemen arrived by the *Palamedes* to-day.

The new P. & O. steamer *Himalaya* left Greenock (for London) on July 9th.

This *Bulletin* asserts that "Van Deemling's Land" is the latest English name for Australia. Truly, this is an age of progress!

On July 7th, Messrs. Catliff & Co., Greenock, launched the steel steamship *Yano*; 6,000 tons deadweight. Owners, the P. & O. Company.

We are informed by the Agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Catharine*, from Calcutta, left Singapore to-day, for this port.

The Occidental and Oriental Co.'s steamship *Galle*, Capt. W. C. Pearce, which left here for San Francisco, via Amoy and Yokohama, on July 31st, arrived at the last named port on the 4th inst., having made the run in five days and 34 minutes—which, if we mistake not, establishes a record. Fine weather was experienced throughout the voyage.

JAPAN is not very fortunate with her men-of-war built in France; the last two of them broke down on their passage from Europe to Dai Nippon, one of them being under repair for many months in Colombo. The last specimen, the *Matsushima*, which left France on the 23rd June, and Naples on the 28th for Japan, has broken down en route to Port Said, where she will probably require several months to be repaired.

The troopship *Tyne* arrived at Portsmouth on the 8th ult. The *Nankin*, having been replaced by the *Bellerophon* at Pembroke, will shortly be paid off and sold out of the Service. She was a 50-gun ship, and was built at Woolwich in 1850. In 1858 she was at the attack on Canton during the storming of the Bogue Forts, her first lieutenant at that time being the late Vice-Admiral Curme, and her captain the Hon. Keith Stewart.

The numerous friends in Bangkok of Colonel Boyd, late Resident at that port for the United States of America, will be glad to learn that the gallant veteran, who left here for home by the O. & C. Co.'s steamer *Galle* on Saturday, July 30th, in a very precarious state of health, derived great benefit from the voyage to Yokohama, and arrived there on August 4th immensely improved. Colonel Boyd expects to return to Bangkok early next year.

It is expected at Chatham that the mobilisation of the Fleet will (says the *London and China Express*) take place on the 20th July. The orders at present received show the number of ships to be mobilised at Chatham is about twenty, the whole of which are to be ready for sea within twenty-four hours of the receipt of the notice. About 200 blue-jackets have been sent from Portsmouth for the ships at Chatham, and the *Shannon*, required to be raised to their full complement.

ACCORDING to latest reports from Yokohama, the *Japan Gazette* is in "Queer Street" and will probably join the things that were at an early date. We admit good luck, but we are really bound to frankly state that *Slater Smith* and "Willie" are not exactly built in the direction that would make a Far Eastern newspaper a financial success. Brother Thorne, of the *Box of Curios*, has been buried, after the inevitable.

THAT bulks, says a naval contemporary, should ever have used as guardships is an enormous mistake, and the action of the Admiralty in replacing them by fighting ships meets with great approval; such vessels are already doing that duty at Portsmouth, Devonport, and Sheerness, and now the stationing of the *Bellerophon* at Pembroke is welcomed a further step in carrying out the system. It is an excellent plan, and the *Hercules*, *Warrior*, and *Black Prince* and other ships of these types, should be refitted and converted, at a by no means inordinate cost, into really effective ships, capable of steering 12 or 14 knots, or even on forced draught, as in the *Hercules*, 15 knots. Some are to be sent to act as guard-ships at foreign stations, such as Bombay, Hongkong, Malta, and Bermuda—their age being already provided in this respect.

Mr. A. W. QUINCY, who was at some time on the staff of the *Hongkong Telegraph*, and who for some years past has been associated with the press in Kobe and Yokohama, is reported to have arranged to publish in Yokohama a "society" paper, specially devoted to sport and the drama. We wish our old colleague good luck, but we really cannot see any reasonable prospect of success in such a venture. There are already far too many English newspapers in Yokohama, and where room is to be found for a "society" and sporting oracle that will pay its way is a mystery. Besides, Mr. Quincy is not a sporting journalist, and although at one time he could sing fairly well, he has never at any time during his journalistic career exhibited any symptoms of individuality which is a *stagnus novus* for successful dramatic criticism. We are really afraid that the proposed sporting and dramatic paper for Yokohama will prove a failure.

SATURDAY, July 9th, 1892, will be long and mournfully remembered as a day of great catastrophe. At San Francisco a horrible explosion took place at the Giant Power Works, the whole factory being wrecked and a number of people being killed. The boiler of one of the steamers plying on the Lake of Geneva burst, and the passengers in the saloon were terribly scalded by the escaping steam, many being killed on the spot. A great fire on the same day devastated St. John's, Newfoundland. It was not overcome till two-thirds of the city was in ruins. The loss is estimated at between three and four millions sterling. News came also the same day from Christchurch of the destruction by fire of nearly half the best portion of the town of Christchurch. Fearful loss of life has been caused at St. Germain, a summer resort in Savoy, near Chamounix, by the sudden flooding of a mountain torrent.

It will be seen from an notice in our obituary column that Miss Emerson, an old resident of this colony, died at sea on board the steamship *Galle*, whilst en route to Yokohama, on the 2nd inst. Miss Emerson came to Hongkong from San Francisco some seventeen years ago, and with the exception of two or three flying visits to her home at Boston, Mass., she has been here ever since. For some years past her health has been failing, and to her numerous friends the end must long ago have been apparent. It is not our business to deal with a career that could furnish materials for a modern romance, but it is within our province to recognise the many good works of a true woman, whose charitable instincts were practically without limit. For nearly seventeen years, Miss Emerson's open-handed munificence to the destitute and the deserving has been a household word to those whose daily duties bring them in contact with the poor, and her death will cause universal sorrow and regret. A true philanthropist, modest, unassuming, single-hearted both in mind and purpose, Miss Emerson never allowed her left hand to know what her right hand gave away. She will be greatly missed and deeply mourned by all who knew her.

A NEW cargo-boat of 4,500 tons deadweight capacity is to be built at the Reharsteg Company's yard for the Deutsche Dampfschiff Rhederei in Hamburg.

We are compelled to hold over a large mass of interesting matter, including "The Wild Man of Singapore," the three officers question, the Trans-Pacific trade, Shanghai, Japan, Straits, and Indian news.

THERE are stated to be two hundred foreign holiday-makers at present in Arima, of whom one hundred and eighty are missionaries. Happy they who can retire to mountain retreats and arboreal bowers in these stifling days of July!

TEN turnkeys for Victoria Gaol arrived here to-day from England on 3rd years' agreement. They are an able-bodied lot who should be able to keep "John" under efficient control for better than the beach-combers selected for this duty in past times.

It is announced that the British steamship *Ferret*, Bairy to Singapore, recently went aground on the bank at siding Kil, 133 in the Suez Canal, and that she had to unload. Had she been a bulk-carrying ship it is pretty certain that the grounding would have led to the escape of some of her cargo, with the possibility of a confiscation, the destruction of the ship and the remainder of her cargo, and great danger to all the other shipping in the Canal at the time.

THE Austro-Hungarian corvette *Fasana* arrived at Yokohama on the 3rd inst., from Honolulu. Her commander, Capt. Schwegler, who had been appointed Rear-Admiral during his voyage, died of apoplexy as reported already, the day before the corvette's arrival at the Sandwich Islands, and the late Admiral never heard of his promotion in this world. The ship arrived in Yokohama in charge of the first officer, Commander Neumling, who will be relieved in Japan by Capt. Ripper, on his way out from Europe.

THE German steamship *Amoy* arrived at Nagasaki from Vladivostok on Sunday, 31st July, for the purpose of undergoing extensive repairs to her bottom, necessitated by grounding in the Amoor river. The *Amoy* is a new vessel, owned by Messrs. H. A. Petersen & Co., of Amoy and Hamburg, and came out from Odesa to Nicolaefak, with a full general cargo. At the time of grounding she was in charge of a river pilot. She was taken on the Mitsui Bishi Co.'s ship on Monday, and an examination of her bottom fully confirmed the report that the damage was very considerable, extending over the whole of the bottom of the ship. It is, we believe, estimated that the work upon her will occupy about three months, the repairs required including a new bottom (!) to the ship, a new rudder-post and propeller, and about eighty feet of new keel.—*Rising Sun*.

TO-DAY'S SHIPPING RETURNS.

Inward.	
<i>Ocean</i>	steamer, from Kobe.
<i>Fuying</i>	" " " " " " " "
<i>Vernon</i>	" " " " " " " "
<i>Penniculer</i>	" " " " " " " "
<i>Adam</i>	" " " " " " " "
<i>Citrus</i>	" " " " " " " "
<i>Kaitang</i>	" " " " " " " "
<i>Canton</i>	" " " " " " " "
<i>Amigo</i>	" " " " " " " "
Aggregating 15,130 tons, register.	
Outward.	
<i>Albatross</i>	steamer, for Hallow.
<i>Cathay</i>	" " " " " " " "
<i>Nanchang</i>	" " " " " " " "
<i>Hiroshima Maru</i>	" " " " " " " "
<i>Nisam</i>	" " " " " " " "
Aggregating 6,828 tons, register.	

ARRIVAL OF THE "VICTORIA."

The Northern Pacific Steamship Company's new steamer *Victoria*, Capt. J. Patton, R.N.R., arrived yesterday morning from England. She is not a new ship in the strict sense of the word, for although named *Victoria* and having two pole masts yet she is none other than the famous Atlantic liner *Parthia* transmuted and altered to such an extent that few who knew the grand old "Gulon" living in her palmy days would be able to recognise her. But she is the *Parthia* nevertheless, re-christened and re-fitted from stem to stern, and from truck to keelson. As she now lies in the harbour she measures 360 feet over all, with 24.4 feet beam and a depth of hold of 30.4 feet. She is fitted with a very elegantly furnished saloon fit capable of accommodating 50 first-class passengers, besides which she carries no second class and upwards of 300 third-class (or steerage) passengers on the main deck. Her three spacious holds will take 4,000 tons of general cargo and the huge lines when fully laden is capable of ploughing the trackless deep at the rate of 15 knots per hour by her perfectly finished triple-expansion engines which were put in by Messrs. John Elder & Co. of Glasgow.

On deck the *Victoria* is all that the most perfect of sea-going craft, being singularly class of "deck-hopper" and being provided with excellent steering gear, the best of Thomson's standard compasses, a sea-breaker over the forecastle, fine ship deck, fore and aft, and deck-house encased in steel, while the hatches are fastened in the most improved manner. She is, in fact, sea-proof, and when the unpleasant order to "bathe down" comes some of these fine days the passengers will be able to enjoy the sea breeze without the least possibility of getting wet, and the sunbathing in the sky-light and flooding out and half-drowning luckless creatures shut below for safe keeping. Below decks the arrangements are very good both for passengers, as has been said, and for cargo, while the engine-room and stoke hole leave nothing to be desired by the most fastidious "super" on the whole coast of China, and that is saying a good deal for there are a few engineers in the Far East yet.

In a word, the *Victoria* is an important addition to the Northern Pacific Co.'s embryo fleet, is efficiently officered (she has four), carries five new ships and should give a good account of herself in the Tacoma trade—a trade for which she was specially designed and reconstructed. Other new steamers will soon follow the *Victoria* across the Pacific.

The *Victoria* is advertised to sail on her maiden trip to Tacoma via Yokohama, on the 25th instant. She brought out Captain A. Marshall, the Special Agent of the "Gulon" line, better known as the Commander of the *Shirley Castle*, as a passenger. We will have something to say about him to-morrow.

AN EMPRESS ON FIRE.

The General Agent of the C. P. R. Co. kindly informs us that a telegram has been received from Japan to the effect that the steamship *Empress of Japan*, which left here on the 20th ult., and Yokohama on the 5th inst., for Vancouver, put into Hakodate on Friday last (24th) owing to fire having been discovered among the cargo. She resumed her voyage yesterday at 3 p.m.

She would probably be off the Kurile Islands about 11 p.m. on 25th inst. N. two days out from Yokohama, when it was decided to turn back.

DARING BURGLARIES IN HONGKONG.

An audacious burglary was discovered to have been successfully on Sunday morning last at No. 20, Queen's Road West. The house has three stories, all occupied by a Chinaman in the drug and miscellaneous store business, a profitable business, it would seem. The sleeping apartments are in the middle floor of the house, and in the top story was a valuable collection of jewellery, the fruits of long years of thrift turned into portable form—too portable, for burglars got through the roof during the night and removed over \$1,000 worth, according to the old man's valuation. No clue, of course.

During Sunday afternoon some coolies went to No. 8 Aberdeen Street, and found (as they probably expected) that nobody was at home but a boy 8 years old, who was "keeping the house." They told him they had been sent by the master to get his safe, or rather strong box, made of solid iron. The boy let them in, and showed them where the chest was. They took it away, broke the lid off, got about \$150 in cash and a lot of valuable deeds, and then gave the empty box to two coolies, who were carrying it away down the street, but profess complete ignorance. No clue as before.

These items, it may be seen, are not new. We hold them over, partly on account of want of space, and partly to give the opposition range a chance; but they wouldn't go ahead when they had the opportunity. It is a remarkable fact that whenever we omit any item, our evening contemporary, publishing two or three hours later, also omits it, and so does the alleged morning paper in reproducing our news a few days later. Now we have tried to get them to publish something before us, but they steadily refuse. They will find out all about it in a month or two.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in the columns.]

THE THREE OFFICERS' QUESTIONS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Permit me, in reply to your suggestion that officers should voluntarily submit to a reduction in pay in order that a third officer may be carried in all coasting steamers, to state that many of my cloth, while grateful for the friendly sentiments expressed in your last night's leader, fail to appreciate your views for the reason that if the suicidal competition has resulted in a necessity for a reduction in the pay of employees, why should deck officers, whose pay is admittedly inadequate to the duty and responsibility of their station in life, be singled out to be the first to suffer? There appears no valid reason therefore, seeing that steamers (even the notorious B. & S. liners) have carried three engineers for years past on much higher pay than officers ever get, or are likely to get, while the deck officers have been actually sailing "under wages" in the hope of getting a bonus which is withheld under all sorts of frivolous pretexts.

No doubt the deck officers would, if the matter were fairly dealt with by owners generally, agree to act in concert with the engineers should the latter, to oblige their owners, agree to a *pro rata* reduction in pay for a limited period, but I think you will freely admit, hardly fair for deck officers to be alone made the scape-goats of those who blind to their own interests, enter into suicidal competition.

There cannot be the smallest doubt that the officers of the British Mercantile Marine are thoroughly loyal to their owners—the history of the great strikes at home proves it, and they have every day as willing to stand loyally by their owners as any other class of men. All they ever asked for is fair play, and are likely to get that there need be no fear of "strained relations" or any other species of difficulty.

I may add that as the Federation of British Shipmasters and Officers have taken up the question at Home and are on the most friendly terms with the Shipowners' Federation there is, happily, every prospect of the three officers' question being settled at no very distant date in a manner agreeable to both parties without fiction of any kind, and I am sure that the local Association, of which I am a Member, desires that the question should be settled in a friendly manner and will be guided by the policy of its friends at Home from first to last. Furthermore, seeing that the Mercantile Marine Officers' Association throughout the world are neither trades-unions nor allied with trades' councils in any way, shape or form, there is no fear of their being induced to adopt the drastic methods of trades' unions with a view to carrying to a successful issue the three officers or any other question which may crop up. In fact, their object is from first to last, to avoid difficulties with their owners, whom they desire to see happy and prosperous.

But in conclusion, let me ask you—there is no necessity for reduction in the pay of either officers or engineers? If so the companies compelled to resort to such an extreme measure must be so hard hit by the competition of which you speak as to render it necessary for them to consider the advisability of throwing up the sponge altogether. At least that is the opinion of a number of nautical men and one in which I fully concur.

Thanking you in anticipation for favoring this with space in your columns.

Yours truly,

A MEMBER OF THE B. M. M. O. A.

Hongkong, 15th August, 1892.

[Well, if they do have to shut up, where will you be then?—E.]

THE PO LEUNG KUK BROTHEL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It is not often that I put my pen to paper for the purpose of saying what I write in print, but the day has arrived when I can no longer keep silent about the Po Leung Kuk establishment.

For some time past it has been publicly suggested that the Po Leung Kuk "Home for the Women and Strays" was nothing more nor less than a gigantic harem run by a number of privileged (because wealthy) Chinese. Many doubted this believing it to be a philanthropic institution which was doing much good in our midst. On the other hand there were many who knew it to be otherwise, and some of the latter are leading European and Chinese residents. But in this as in other mysterious affairs, "rumor" will not do, and yesterday's proceedings in the Police Court should satisfy the most skeptical that all is not "square" in the Po Leung Kuk establishment.

That a young and virtuous woman 15 years of age could be arrested by a detective in the employ of the Po Leung Kuk in the streets of this Colony, be taken before the Registrar-General and be detained in "the home" for a month without the mother of the girl coming to raise a hue and cry over the outrage, points to the fact that the Po Leung Kuk is not what it is claimed to be.

In questions touching the Chinese population, over the female portion of it, the public mind is very easily misled by a rumor of doubtful character. [Too much doubt—E.] The *China Mail* has been the Society's quarters for a month and then sent back to her mother, *because she was found to be virtuous*. Found to be virtuous? Who was the authority for such an allegation? Who examined her of tested her

virtually? Who will believe that the girl was returned to her mother a virgin? I know personally Chinese who have, from time to time, succeeded in procuring young women from the Po Leung Kuk quarters, always for hard cash, and after a month or so, allowed them to go on the town. Of course "money made the mare go." In this as in other carnal affairs, But I will not unduly trespass on your space with further details of the evils of the Po Leung Kuk system, suffice it to say that in the opinion of myself and many others who are in a position to know the Po Leung Kuk's establishment has been little better than a gigantic unlicensed brothel wherein shocking outrages on public morality and brutal indecency have been perpetrated, and whence, too, many an innocent girl has been practically sold into a life of infamy and shame. The proceeds of these transactions go to swell the \$30,000 "voluntary contributions."

The name of those who wish success to the Po Leung Kuk Commission is legion for there is a vast field of evil for it to plough up.

Yours faithfully,

VIGILANTE.

Hongkong, 16th August, 1892.

[We have in our possession the photograph of a girl who was taken from the Po Leung Kuk when she was in the Tungwa hospital, in return for \$40 in Mexican currency, and she has been doing a regular business in a licensed brothel. We are informed that part of her earnings have been taken by her purchaser to recoup him for his outlay. This, however, needs investigation, and we will be pleased to give the girl's name and address to any qualified person who asks.—E., H. K. Telegraph.]

DEBTS OF HONOR IN CHINA.

The following

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM
HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China | Saturday... | August 20th.
Empress of India | Saturday... | Sept. 10th.
Empress of Japan | Saturday... | Oct. 8th.

THE R. M. S.
 "EMPRESS OF CHINA,"
 R. Archibald, Commander, sailing at Noon, on
 SATURDAY the 20th August, for, with Her
 Majesty's Mail, will proceed to VANCOUVER,
 via SHANGHAI, KOBE INLAND SEA and
 YOKOHAMA.

RATES OF PASSAGE.
 (In Mexican Dollars).
 FROM HONGKONG FIRST CLASS.

TO	USE WAY FARES.	I repaid return.	
		4 mos.	31 mos.
Vancouver, Victoria, Esqui- malt, New Westminster, B.C.....	225	338	394
Port Townsend, Seattle, Ta- coma, Wash.....	235	348	404
Portland, Ore., San Francisco.....	275	413	469
San Francisco, Albu- querque, N. Mex.....	285	428	484
St. Louis, Mo.....	295	443	499
Milwaukee, Wis.....	305	453	509

Calcutta, Calcutta, O.	305	4.8	534
Welland, London, Toronto, Ont.			
Buffalo, Niagara Falls, N.Y.			
Kington, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.	310	405	545
Baltimore, Md., Philadelphia, Pittsburg, Pa.			
Washington, D. C., Boston, Mass., Portland, Me.			
Hallifax, N.S., St. John, N.B. Liverpool and London: via Liverpool	335	575	650
Paris, via Liverpool and London	335		
Havre, via Liverpool	345		
Bremen	345		
Hamburg	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Storage. Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports, should be in quadruplicate, and one copy must be submitted by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

General Agent,
Office, Pedder's Street
Hongkong, 30th July, 1892

**NORTHERN PACIFIC STEAMSHIP AND
RAILROAD COMPANIES.**

**PROPOSED SAILINGS FROM
HONGKONG, 1892.**

(SUBJECT TO ALTERATION.)

Victoria 1 Thursday... 1 August 25th.
A Steamer 1 Saturday... 1 September 3rd

AND THEREAFTER THE PERMANENT
SERVICE OF THE COMPANY'S
REGULAR STEAMERS.

THE Steamship
"VICTORIA,"
Captain J. Paxton, R.N.R., sailing at Noon
on THURSDAY, the 25th August, will proceed
to VICTORIA, B.C., and TACOMA, ~~via~~ IN
LAND SEA, NAGASAKI, KOBE and YOKO
HAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports, should be, to quadruplicate, and one
copy must be sent forward by the agents to
the care of the General Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address
marked in full by 5 P.M. on the day previous to
sailing.

For further information as to Passage or
Freight apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 12th August, 1892. (110)

THE MIKE COAL MINING COMPANY

THE (MIKE) COAL is a
BITUMINOUS COAL,
of dark reddish colour; For steam purposes
it has been pronounced to be the best and the
most economical of all the Japanese Coals. Its

consumed by several of the largest regular
 consumers, are in testimony of the excellent
 qualities of this coal.
 Attention is called to the following advantages:
 1. **SHIPS, OILERS, AND CANNERS**, who coal their
 bunkers direct from the Underberg. —
FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
 Supply in any quantity on shortest notice.
 Quick despatch.
BEST of weight, etc., etc.
Y. MITSUI BROS. & CO. KANBISHA
 Sole Agents.
 Hongkong, and July, 1900.